

WRITTEN OPINION OF THE  
INTERNATIONAL SEARCHING AUTHORITY  
(SUPPLEMENTARY PAGES)

PCT/EP2004/013710

AP20 Rec'd PCT/PTO 06 JUN 2006

Re Point III.

- 1 The subject matter of Claims 5-13 is not assessed since this subject matter was not submitted (see also Point VII and VIII).

Re Point V.

- 2 In the present opinion, reference is made to the following documents:

- D1: DE 102 53 465 A1 (ZF LENKSYSTEME GMBH) January 22, 2004 (2004-01-22)
- D2: U.S.-A-6,029,768 (KIYOSAWA ET AL) February 29, 2000 (2000-02-29)
- D3: DE 197 48 667 A1 (TOYOTA JIDOSHA K.K., TOYOTA, AICHI, JP; TOYOTA JIDOSHA K.K., TOYOTA) May 20, 1998 (1998-05-20)
- D4: EP-A-1 384 648 (TOYODA KOKI KABUSHIKI KAISHA) January 28, 2004 (2004-01-28)
- D5: EP-A-1 013 534 (FORD-WERKE AKTIENGESELLSCHAFT; FORD MOTOR COMPANY LIMITED; FORD FRANCE) June 28, 2000 (2000-06-28),

it being pointed out that D1 and D4 were published prior to the international filing date of the present application (December 2, 2004).

- 3 INDEPENDENT CLAIM 1

- 3.1 The present application does not satisfy the requirements of Article 33(1) PCT because the subject matter of Claim 1 is not novel in the sense of Article 33(2) PCT.

Document D1 (see D1, Abstract, paragraph [0048] and figures) is published temporally [sic] (see Box No. II, Priority)<sup>1</sup>, and discloses (the references in brackets refer to this document):

(as recited in Claim 1)

Superimposed steering system for a vehicle (Abstract, paragraph [0048])

- ~~in particular for a servo assisted or power assisted steering system of a motor vehicle,~~
- having a superimposition drive (11)
  - in the form of a harmonic drive (11), having
  - a first gear unit input shaft (2)
  - and a second gear unit input shaft (14),
  - for superimposing (paragraph [0048]) the
    - rotational angles occurring on the two gear unit input shafts (2, 14)
    - on a gear unit output shaft (4) of the superimposition drive (11),
      - which acts on an input shaft (4) of a steering gear (paragraph [0048]),
- the first gear unit input shaft (2) being operatively connected to a steering handle (3) via a steering shaft (20, 29)
- and the second gear unit input shaft (14) being operatively connected to a servomotor (15, 34),

<sup>1</sup> [Translator's note: This phrase is nonsensical. The checked item 2 in Box No. II, Priority, states "This opinion has been prepared without taking the claimed priority into consideration since the priority claim proved to be invalid (Rules 43bis.1 and 64.1). For the purposes of this opinion, therefore, the above-mentioned international application date counts as the applicable date."]

in which further

- the first gear unit input shaft (2)
  - is releasably (Fig. 1)
  - connected to a radially flexible flexspline (9) of the harmonic drive (11)
  - and reaches through an eccentric drive core (7) of the harmonic drive (11),
    - which protrudes into the radially flexible flexspline (9).

The subject matter of Claim 1 is thus not novel.

4     DEPENDENT CLAIMS 2, 4, 19, 20, 23, 25

Claims 2, 4, 19, 20, 23, 25 contain no features, which, in combination with the features of any claim to which, they refer, satisfy the requirements of the PCT with respect to novelty and/or inventive activity, for these features are not only known from D1, but are also shown by D2.

Re Point VII.

5     The subject matter of Claims 5-13 was not submitted. (see also Point III and VIII).

Re Section VIII.

6     The subject matter of the dependent Claims 14-18 cannot be assessed because the scope of protection of the claim on which these depend (Claim 13) is not known (see also Point III and VII).